

NEW FRENCH HOSPITAL SHIP

Contracts have been let for the construction of a new French hospital ship to replace the auxiliary barkentine, *Sainte Francois D'Assise*, which was lost at Halifax this month during a rehearsal of one of her long vigils on the banks in administering to the spiritual and corporal needs of the great French fishing schooners in operation there. The new boat, to be the *Sainte Jehanne* and also named after the saint, will be launched in the Breton dockyards, where 10 years ago occurred the launching of the *Sainte Francois D'Assise*.

A large bequest was given to the *Compagnie de Mer* for the purpose of building this craft, which will be larger and better laid out than the *Sainte Francois D'Assise*.

The *Sainte Jehanne* is a three-masted auxiliary barkentine. The *Sainte Jehanne* will be propelled by steam engines. The dimensions are: Length, 100 feet; width, 28 feet; depth, 13 feet; six water-tight compartments, and a 550 horsepower engine.

The new boat will contain three hospitals; the large hospital holding 20 beds; a hospital for the convalescent furnished with 16 beds, and an infirmary hospital with two beds. Disinfecting rooms will be attached to the hospital.

The *Sainte Jehanne* will be lighted with electricity and equipped with wireless apparatus. Its hold will have a storage capacity of 1360 cubic feet and will be utilized for provisions, etc.

Two recent consular reports from *Sainte Pierre* call attention to the many interesting and unique features of the French fisheries on the Newfoundland banks. This industry is more than 400 years old and has changed but little with the progress of the centuries. The only important innovation was the substitution of light dories for the "chaloupes" in use prior to 1810.

It is true that within the past 10 years the steam trawler has appeared as a rival but not yet a dangerous rival, of the brig and the schooner.

Another fortnight the vessels will begin their homeward journey with laden holds though the greater part of the catch has already been shipped from *Sainte Pierre* by steamers.

The fleet this year is larger than before. Several thousand additional fishermen prosecute the industry the past season than last year, the total number being 10,500; manning 30,000 vessels. These constituted what is known as the "metropolitan" fleet, i.e., vessels fitted out in Normandy and Brittany. These vessels leave France from March or early April, and remain for 14 to 45 days for the past season, according to wind and weather.

The voyage is perilous for the crafts are very small and the methods of navigation are of the simplest. The crews of these vessels take observations for latitude, but have no chronometers and cannot determine their position with any accuracy. On the homeward journey they can tell roughly from the sounding when they have reached the banks; returning they estimate their position when they see the steamer lanes converging toward the English channel.

Besides the metropolitan fleet a large number of vessels (40 in 1912), are fitted out in the colony of *Sainte Pierre* and *Miquelon*, and manned with Normans and Bretons who come out in the spring on a steamer chartered for the purpose and return to France at the end of the season. Formerly these men made the journey in sailing vessels, which were often dangerously crowded. The combined fleet in 1912 numbered 7500 fishermen.

The fishermen do not work for wages, but for a share in the catch. Before they leave France they receive an advance payment, varying from \$75 to \$150, to be deducted from their future earnings. If, as not infrequently happens, a man's share is not sufficient to cover the amount advanced to him, the owner of the vessel loses the difference, and the man himself comes home with empty pockets. The fisherman's total earnings in seven months of the hard labor and exposure probably do not average more than \$150. Strangely enough, the men appear to be content with their lot, and all the reforms that have been effected toward improving their wages and conditions under which they labor have been initiated by naval officers, administrative officials, enlightened shipowners, and persons engaged in the *Societe des Oeuvres de Mer*.—Halifax Herald.

Wrecked Sch. Lucania, Floated.

Sch. *Lucania*, which stranded at Truro, Cape Cod several weeks ago, was floated by Boston tugs yesterday and towed in to Provincetown.

Recently the schooner was purchased by G. F. Rio of Boston for \$400. She will be towed either here or Boston and put on the ways to see what can be done towards fixing her up.

Gone Herringing.

Capt. Irving Trefry and engineer Kirk Walen are in Manchester bay herringing in the steamer *Ethel*. With them is Capt. Horace Douglass in his sloop *Annie & Lizzie*.

Portland Fishing News.

Several of the large fishing schooners came into port Monday, but in view of the low prices offered in the local market some of them did not remain in port, but proceeded to Boston, hoping that by the time they reached there the prices would be better.

The *Lochinvar* came in with 30,000 pounds, but started at once for Boston on learning the market price, and the schooner *Albert W. Black*, also sailed for that port with a catch of 45,000 pounds.

The schooner *Katie L. Palmer* came in with 25,000 pounds and these were taken out in the local market.

The schooner *Hockomock* had 3000, the *Bernie* and *Bessie* 10,000, the *Martha E.* had 1200 and the sloop *Laconia* 500 and the sloop *Chandler R.* had 1000 pounds.

Good sized catches of trap mackerel were brought in and taken by the local fish dealers, one of the best trips being 1500 pounds, landed here from Kennebunkport and sold to J. W. Trefethen, the Commercial wharf dealer.

Fishing Fleet Movements.

Sch. *Buema* sailed from Canso Saturday last for fishing.

GETTING FISHED OUT.

Recently there were introduced into Congress by Congressman Linthicum of Maryland two bills, the object of which is to place under federal regulative control the waters of Chesapeake Bay and of the broad rivers which enter into it. Behind these hills there is said to be a strong popular movement, headed by the Governor of Maryland.

The reason is as clear and definite as are the bills themselves. The acting United States fish commissioner last week informed Secretary Redfield that the catch in Chesapeake Bay is only one-third of what it was three years ago. Short-sighted and unscrupulous fishermen have been using methods by which the supply of fish has been tremendously depleted. And Maryland is facing the loss of what has been a very profitable fishery. The case of the rivers is not different. In the Potomac, for instance, there are not now caught annually as many fish as were once caught in a single day. Considering our experience in northern rivers, however, this is not strange.

This report of the fish commissioner, as a whole, makes definite the somewhat alarming reports which in late years have been circulated regarding the depletion of the fish supply in the larger bays of the Atlantic coast. Regulations have not been strict enough to conserve for posterity the bountiful life which once swarmed these waters. Unless something is done now, the process will soon be carried to its logical conclusion.

The same problem faces those interested in larger fishing grounds. Modern methods of fishing have thus far proved very destructive of fish life. If anything is to be done to stop the wasting of the fishing fields, it must be soon.

The question is one of interest to all of us. For fish is an important article of food in almost all our families. An increase in price touches our pocket book. The loss of the food article altogether is an issue we do not care to face.

Fresh shad, \$4 per bbl.
Fresh herring, \$3 per bbl. for bait; \$1.50 to salt; \$1.60 to freezer.
Fresh bluebacks, \$3 per bbl., for bait; \$2 to freezer.
Bank halibut, 10 1-4c per lb. for white and 8 1-4c for gray.

FISHERMEN ARE MAKING MONEY

The halibut fitchers, which recently returned home, made good money, as the recent stocks and shares which the vessel and crews have received, would indicate.

Sch. *Atalanta*, Capt. Richard Wadding, is high line, his stock being \$11,903.80, from which each of the crew received \$293.87 as his portion of the proceeds.

Sch. *Maxine Elliott*, Capt. Fred Upshell, fitching, stocked \$5444.49, the crew's part being \$108.98, clear.

Sch. *Monitor*, Capt. Daniel Marr, stocked \$7215.89 as the result of her fitching trip, the crew's portion being \$165.14 to a man, net.

Sch. *Mystery*, Capt. James Mason, stocked \$2718.83 on her recent fresh halibuting trip, the crew sharing \$69.45 each.

Sch. *Waldo L. Stream* also fresh halibuting, stocked \$1617.15, the net share being \$30.64.

Sch. *Ralph Russell*, Capt. Leander Phalen, salt drifting, realized \$1466.46 on her last salt drifting trip, the high line share being \$47.69.

Sch. *Lucinda I. Lowell*, Capt. Donald McColish, stocked \$1767.21 on her recent fresh halibuting trip, the crew sharing \$39.30 to a man clear.

Sch. *Teazer*, Capt. August Dunskey, halibuting, stocked \$2074.57, the net share being \$37.41. Capt. Peter Dunskey, the regular skipper, will now resume command.

Sch. *Rob Roy*, auxiliary, commanded by Capt. Lemuel Firth, stocked \$2056.99 on her recent mackerel seining trip, the crew receiving \$44.20 a piece, clear.

Sch. *Patriot*, salt drifting, Capt. Percy Firth, stocked \$1647 as the result of her recent three weeks' trip, the high line share being \$84.39.

Sch. *Helen G. Wells*, Capt. Alex Surrette, another of the salt drifters, stocked \$1524.06, the high line share being \$55.07.

Sch. *Kineo*, Capt. Nathaniel Greenleaf, halibuting, stocked \$2019.24 on her last halibuting voyage. Each of the men shared \$44.02 clear.

All of the above crafts are of the Gorton-Pew Fisheries Company fleet.

Porto Rico Fish Market.

Codfish—Stocks are light and prices continue very firm at the three ports. We quote medium and small at from \$32.50 to \$33, and large at \$34 per cask. The news of the recent approval by the U. S. Congress of the Underwood tariff, removing the duty on foreign fish, cannot fail to exercise an influence in prices as soon as the date on which it will become operative is known in this island.

Pollock and haddock—We quote \$21 for large and \$19 for small pollock and haddock, with light supplies and good demand.—Reported by S. Ramirez & Co.

FISH HERE FOR THE SPLITTERS

Outside of the fresh mackerel receipts at this port, reported in another column, some of the fleet at T wharf, Boston, yesterday, arrived here with part of their fares which went to the splitters.

Two seiners, schs. Esperanto and Arthur James are also in with small salt mackerel fares, while several of the market fleet are down from Boston to fit.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Joppaite, seining, 10 bbls. tinker fresh mackerel.

Str. Bryda F., seining, 50 bbls tinker fresh mackerel.

Str. Robert and Edwin, seining, 23 bbls, tinker fresh mackerel.

Str. Jeffery, seining, 50 bbls. tinker fresh mackerel.

Str. Advance, seining, 110 bbls. tinker fresh mackerel.

Str. Carrie and Mildred, seining, 30 bbls. tinker fresh mackerel.

Str. Ethel, seining, 25 bbls tinker fresh mackerel.

Sch. Mary T. Fallon, seining, 30 bbls. tinker fresh mackerel.

Str. Alice, seining, 20 bbls. tinker fresh mackerel, 25 bbls. fresh bluebacks.

Str. Pegasus, seining, 69 bbls. tinker fresh mackerel.

Str. Unknown, seining, 5 bbls. tinker fresh mackerel.

Str. Beatrice E., seining, 88 bbls. tinker fresh mackerel.

Str. Nora B. Robinson, seining, 37 bbls. fresh bluebacks.

Str. R. J. Killick, 5 bbls. tinker fresh mackerel, 45 bbls. fresh bluebacks.

Str. Nashawena, seining, 110 bbls. tinker fresh mackerel.

Sch. W. A. Morse, via Boston.

Sch. Mary F. Sears, via Boston.

Sch. Harriett, via Boston, 50,000 lbs. fresh fish.

Sch. Belbina P. Domingoes, via Boston.

Sch. Jorgina, via Boston.

Sch. Emily Sears, via Boston.

Sch. Rita A. Viator, via Boston.

Sch. Massasoit, via Boston.

Sch. Esperanto, seining.

Sch. Arthur James, seining.

Vessels Sailed.

Sch. Senator Saulsbury, Georges handling.

Sch. Helen G. Wells, drifting.

Str. Robert and Edwin, seining.

Str. Joppaite, seining.

Sch. Nashawena, seining.

Str. Nora B. Robinson, seining.

Str. R. J. Killick, seining.

Str. Carrie and Mildred, seining.

T WHARF WAITS FOR MACKEREL

Naturally the T wharf dealers were expectant over the arrival of the mackerel shipments from this port this morning, which had not arrived at the opening of the mart and groundfish was therefore a side issue as far as prices and trade was concerned.

Arrivals since yesterday numbered 20 crafts, the largest fares being steamer Billow, 60,000 pounds; schs. Matthew S. Greer, 60,000 pounds; Edith Silveria, 42,000 pounds; A. Piatt Andrew, 45,000 pounds. Several of the shore fleet were in with average fares.

Wholesale prices were \$2 to \$3.25 a hundred pounds for haddock, \$3 for large cod, \$2 to \$2.25 for market cod, \$1 to \$2 for hake, \$2 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Billow, 55,000 haddock, 3500 cod, 2000 lemon sole.

Sch. Matthew S. Greer, 15,000 haddock, 43,000 cod, 1000 cusk, 1 swordfish.

Sch. Leonora Silveria, 30,000 haddock, 1300 cod, 10,000 hake.

Sch. Sylvania, 18,000 haddock, 7000 cod, 8000 hake.

Sch. John J. Fallon.

Sch. Alice M. Guthrie, 26,000 haddock, 6000 cod, 4000 hake.

Sch. Ruth, 6000 haddock, 3000 cod, 8000 hake.

Sch. Nathalie J. Nelson, 10,000 haddock, 21,000 cod, 5000 hake.

Sch. Eleanora DeCosta, 6000 haddock, 12,000 cod, 4000 hake.

Sch. Arbitrator, 9000 haddock, 19,000 cod, 5000 hake.

Sch. Josephine DeCosta, 14,000 haddock, 4500 cod, 3000 hake.

Sch. Eva Mildred, 4000 haddock, 4000 cod, 4000 hake.

Sch. A. Piatt Andrew, 40,000 haddock, 1000 cod, 4000 hake.

Sch. Viking, 6000 pollock.

Sch. Gladys and Nellie, 12,000 haddock, 4000 cod, 2500 hake.

Str. Whileaway, 11,000 tinker fresh mackerel.

Sch. Muriel, 200 haddock, 18,000 cod.

Str. Swell, 40,000 haddock, 3000 cod, 700 lemon sole.

Sch. Corsair.

Sch. Ethel B. Penny, 6000 haddock, 5000 cod, 1000 pollock.

Haddock, \$2 to \$3.25 per cwt.; large cod, \$3; market cod, \$2 to \$2.25; hake, \$1 to \$2; pollock, \$2; cusk, \$1.50.

STEAM TRAWLER AT FULTON MARKET

Schooners of the market fleet, with the steam trawler Heroine, landed over 600,000 pounds of fish at the market last week. Nearly two-thirds of the stock was bluefish, of which five-sixths was landed on Saturday and Monday. The latter part of the week, with practically very few bluefish arriving, it was hard to move stock even when offered at exceptionally low figures.

The big steam trawler Heroine came to the market the second time this season, Chesebro Brothers, getting the stock. She had 40,000 pounds of fish, some butterfish, halibut and fluke.

All told, the vessels landed 417,000 pounds of bluefish. There were 18 trips with a total of 81,000 fish, or 405,000 pounds, and one trip of 61 barrels, or 12,200 pounds of bluefish. On Saturday, 10 crafts reached the market with 36,800 fish. The smallest catch was 900 fish and the largest 71,000. Six of the 10 vessels had less than 3000 fish each and only four had more than 5500 fish each. On Monday five schooners reached the market with bluefish. The smallest catch was 5200 fish and the largest 8000 fish. The total catch for the two days was 68,600 fish. No bluefish vessels reached the market on Tuesday. Wednesday there were two trips of 6800 fish; one trip of 2400 fish. From Saturday until Tuesday large and medium bluefish brought 7 1-2 to 8 cents a pound. Wednesday 7 cents was low figure and 9 cents 2300 fish; Thursday, one trip of 6800 fish; one Friday sales were made at 6 to 7 cents and few fish were being moved at these figures.

The first craft to reach the market with codfish was the Gracie Phillips, which arrived on Thursday with 1400 fish. Codfish was plentiful, market cod selling at 3 to 4 cents during the entire week, while steak cod sold at 5 to 8 1-2 cents.

Mackerel.—A few large fish reached the market on Tuesday, Thursday and Friday and sales were made at 35 to 45 cents each. Low prices prevailed during the latter part of the week. There were no spike mackerel in the market: Tinkers brought \$8 to \$15 per barrel; medium mackerel, 10 cents to a shilling a pound; banitas, 8 to 10 cents per pound; bulls, 4 to 5 cents per pound, and albacore, 25 to 35 cents each.

Halibut.—During the first half of the week there was some Eastern white halibut in the market. Sales were made at 14 to 18 cents. Western white halibut was quoted at 15 cents.

Pollock was quoted at 3 1-2 to 4 1-2 cents.

Ten dollars per barrel was the price of whiting on Monday and Tuesday Friday and Saturday sales were made at \$5. The market was bare on Wednesday and Thursday.

There was no hake in the market during the first half of the week. Wednesday's price was 4 to 5 cents; Thursday, 2 1-2 to 3 cents, and Friday, 2 1-2 cents.

Foreign Salt Mackerel.

There has been a little more business done this week on new Norway fat fish, and prices on Nos. 3 have advanced 50 to 75c a barrel. Norway mackerel is also selling well. There is a little better demand for Irish fish. No developments of interest have been reported.

Liverpool, September 13.—Shipments this week were as follows: To New York, 325 bbls.; to Boston, 652 to Philadelphia, 555 bbls.; to Montreal, 100 bbls. Total shipments to 1912 Irish autumn, 34,642 bbls.; Norway autumn, 10,056 bbls.; Irish spring, 3,699 bbls.; 1913 No. 769 bbls.

Liverpool, September 20.—Fish continues very poor. Shipments week were: To Boston, 293 bbls., all other ports, 110 bbls. Country shipment, 350-400 to a packed barrel. Quantity and value of mackerel landed on the Irish coast during month of August, 1913, 1,540 bbls., value \$3,190; same month in 1912, 1,540 bbls., value \$4,370.

Sea packed mackerel landed in New York from North Sea, salted for export to America, week.—Fishing Gazette.

Fishery Is Decreasing.

Iceland fishing, which was the important industry of the port of Dunkirk, France, half a century ago, is yearly decreasing, writes the American consul there. Only 26 schooners registering 2,585 tons, sailed for Iceland in 1912. They brought back 1 metric tons of codfish and 89 tons of oil. The decline in the industry due to the heavy expenses incurred by the owners of boats, the lack of boats and the lack of men to man them, workmen finding better salaries on board steamers or at other work.

Pensacola Arrivals.

There were few arrivals at Pensacola last week. Those arriving were as follows:

Dorothy, 14,160 snappers; 5,655 groupers; Kwasing, 20,650 snappers; 4,805 groupers; S. G. Howard, 18,005 snappers; 4,805 groupers; Algoma, 19,000 snappers; 8,720 groupers; C. H. C. 10,565 snappers; 7,015 groupers.

PORT OF GLOUCESTER.

Arrivals.

Sch. W. B. Hardwick, Plympton, S. lumber.

Portland Fish Notes.

Not a fish of any kind was taken, either Commercial or Central wharf Tuesday although the dealers were very little affected by it. The heavy tide of Monday were sufficient to tide them over until Wednesday when several good sized fares were expected to reach here. There was little change in the quotations of Tuesday's market over those of Monday.

Herring at Rockport.

Over 100 barrels of nice spawn herring and a few mackerel were landed at Rockport yesterday from the trap.

Oct 2,

Oct 2,

Oct 2,

Oct 3 187

MACKEREL SWARM IN IPSWICH BAY

Nothing Like It Seen in Recent Years—
Tinker Fish Choke Coves—Small
Seiners Made Big Hauls.

A big strike of mackerel for which the fishing fleet have been praying for weeks was made in Ipswich Bay yesterday as a result of which the little fleet of steamers and gasliners reaped a harvest and the buyers worked nearly all night long in boxing and packing them up for shipment on the early morning boat to Boston. Not for years has such a body of mackerel been seen in the waters about Cape Ann and the catch is proportionately large.

It was certainly a big mackerel day, the biggest locally of the season and the wholesalers took advantage of it by buying up everything in sight. Some ten or more barrels in all were handled and just as fast as the early arrivals finished taking out, they returned to Ipswich Bay again to keep close on the trail of the schools.

Yesterday morning, good sized schools of fish commenced to show up in the bay. As far as the eye could reach from Lanesville in a diagonal line across to the Essex and Ipswich waters fish were schooling, then they would disappear and not show again some time afterwards. The small cove at Folly Cove was packed with them and around the shores, mackerel seemed to be schooling everywhere. Even in Annisquam river they school freely.

Some of the small crafts made sets about noon, steamer Beatrice E., making the largest haul of 88 barrels. The hauls were mostly tinkers, averaging from one-half to three-fourths of a pound each, with a few medium and large. In the afternoon, others took to the water and towards the latter part of the day and evening, quite a fleet was off the bay.

As the boats arrived one by one at the Port they were taken care of by the fish buyers there, the Gloucester Fish Company, A. Cooney & Company, and Lufkin & Tarr being the purchasers.

There was no let-up towards evening and the buyers and their forces were obliged to work long after regular closing time to take care of the arrivals. Torches were lighted and one of the steamers put in an appearance, the last arrival being shortly before 11 o'clock.

The dealers ran short of ice and bar-

rels and two large trucks of the Cape Pond Ice Company were pressed into service during the evening to supply the buyers, while a large jigger load of barrels, piled in double tier was sent over from East Gloucester, shortly before midnight.

The fish were of fine quality and some of the best of the season, running mostly tinkers. Prices started early in the day at six cents a pound, but dropped at midnight to three and one-half cents. In consequence of the large shipments and time consumed in barrelling them up, the steamer City of Gloucester was delayed in making her early morning trip on schedule time. She carried nearly 600 barrels of iced fish.

Steamer Nashawena secured the largest haul, having 110 barrels in all. Some of the crafts took bluebacks with their fish, while steamer R. J. Killick had bluebacks, shad and mackerel.

Steamers Joppalte, Bryda F., Robert and Edwin and Jeffery sold to the Gloucester Fresh Fish Company, while steamers Ethel, Carrie and Mildred, Alice and Ethel went to Lufkin & Tarr.

A. Cooney & Company handled the fares of steamers Alice, Pegasus, Unknown, Beatrice E., Nora B. Robinson, R. J. Killick, Nashawena and sch. Mary T. Fallon. It was nearly daylight before they had finished packing and shipping after one of the biggest days of the season.

At Boston, str. Whileaway landed 11,000 fresh tinkers taken in the bay yesterday.

Old time fishermen said this morning that it put them in mind of the palmy days of years ago, when mackerel schooled in the bay and Annisquam river. The fish were very close in shore, as was evidenced by the torn seines which several of the crafts sustained.

Undoubtedly the spurt would have continued last night had the crafts been able to return to fish, but the rain and storm which started about midnight it is feared may drive them, although the skippers are optimistic that they may get another whack at the fish before they leave.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4.50; snappers, \$3.

Salt trawl bank cod, large, \$4.50, medium, \$4; snappers, \$3.

Drift codfish, large \$4.75 per cwt.; medium, \$4.25.

Eastern halibut codfish, large, \$4.75; medium, \$4.25.

Georges halibut codfish, large, \$4.75; medium, \$4.25.

Filched halibut, 10c per lb.

Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.50.

Hake, \$1.75.

Pollock, \$1.50.

Salt mackerel, \$30 per bbl. for large; \$22.50 for medium; \$12 for tinkers.

Fresh Fish.

Splitting prices:

Haddock, \$1 per cwt.

Eastern cod, large, \$2.25; medium, \$2; snappers, 75c.

Western cod, large, \$2.35; medium, \$2.10; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.15.

Cusk, large, \$1.70; medium, \$1.25; snappers, 50c.

Dressed pollock, 80c; round, 70c.

Fresh shad, \$4 per bbl.

Fresh herring, \$3 per bbl. for bait; \$1.50 to salt; \$1.60 to freezer.

Fresh bluebacks, \$3 per bbl. for bait; \$2 to freezer.

Bank halibut, 10 1-4c per lb. for white and 8 1-4c for gray.

Oct 3,

THIS HALIBUT WAS MARKED

Sch. Monitor, Capt George Marr, of this port, arrived Wednesday at Portland from a three weeks' cruise on Quero Bank with a fare of 22,000 pounds of halibut, in addition to 15,000 pounds of salt and shack fish. Prices on halibut have taken quite a drop the past few days, Capt. F. M. Harty purchasing the lot at 7 1-4 and 9 1-4 cents for the New England Fish Co. Among the fish landed on the wharf from the schooner was a halibut, weighing 48 pounds, on the back of which was carved "C. G., 1911. It had evidently been caught when a very small chicken by some fisherman, who after carving his initials and date of capture with a jack knife, set it adrift. Probably its captor is still fishing out of Gloucester and Capt. Marr is desirous of finding out the exact date of the first catch.

THE LABRADOR SEASON OVER

The report from Capt. Moses Bartlett, Customs Officer on Ss. Stella Maris, to Ast. Collector LeMessurier, dated September 17, reads:

"Just back from fourth northern trip. Fishery is over. Left about 25 schooners north of here, all with boats in and on their way south. There are about 50 north of Mugford who I expect are up around today. Fish have left the coast; in fact, I never knew it to be so scarce at this time of year. Very little has been done since my last report. Four schooners have been lost, all, except one, with good fares. They are Seaway, Vivion, master; Mollie Barbour master; Reunion, Gillispie master; all of Bonavista Bay, which went ashore in a northerly gale on September 5, at Nanatook with no loss of life, while many others lost their traps and gear in the same gale, and a schooner owned by O'Brien of Avondale, at Seglik Bay with four men drowned in the same breeze. The men I hear, went to their traps in the morning and a squall caught them. The bodies were not recovered."—St. John's, N. F., Herald, September 23.

MENACES TO NAVIGATION.

Derelict Off Handkerchief Shoal and Wreckage in Broad Sound.

A dangerous obstruction to navigation in Vineyard Sound was reported by Capt. Frank H. Camp of the ocean tug Germantown, which arrived yesterday at Boston from Philadelphia, with a tow of coal-laden barges. He reported at 1.30 Wednesday morning. Handkerchief lightship bearing east northeast about one mile, that he sighted a derelict, apparently the hull of a schooner, floating just awash, with timbers standing upright and projecting four feet out of water. The wreck was directly in the track of shipping. The derelict is probably the schooner Nellie F. Sawyer, which struck on Pollock Rip Shoal and sank September 25, while on a passage from New York from Calais, with a cargo of coal.

Capt. Sawyer of the steamer Belfast, in yesterday from Bangor, reported a piece of wreckage, projecting about five feet out of water and apparently attached to some submerged object, was passed this morning, one-half mile east northeast, magnetic, from the No. 2 gas buoy, in Broad Sound. It was covered with marine growth, and was apparently the relic of some old disaster.

Capt. H. M. Broadbent, in charge of the revenue cutter service in this district, has been notified of the obstruction and steps will probably be taken to remove them from paths of shipping.